

Page 1
Changed chart(s) since Disc 15-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 15-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKLT

General Info

Ternopil', UKR

N 49° 31.5' E 25° 42.0' Mag Var: 4.4°E

Elevation: 1072'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 10-28 6562' x 138' concrete

Runway 10 (102.0°M) TDZE 1072'

Lights: Edge, ALS

Runway 28 (282.0°M) TDZE 1022'

Lights: Edge, ALS

Communications Info

Ternopil' Tower **134.3**

Notebook Info

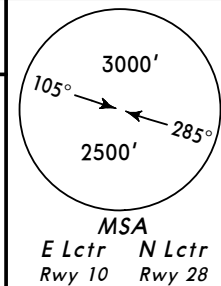
UKLT
TERNOPIL' INTL

JEPPESSEN
17 MAR 06 **10-2**

TERNOPIL', UKRAINE
STAR

Apt Elev
1072'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

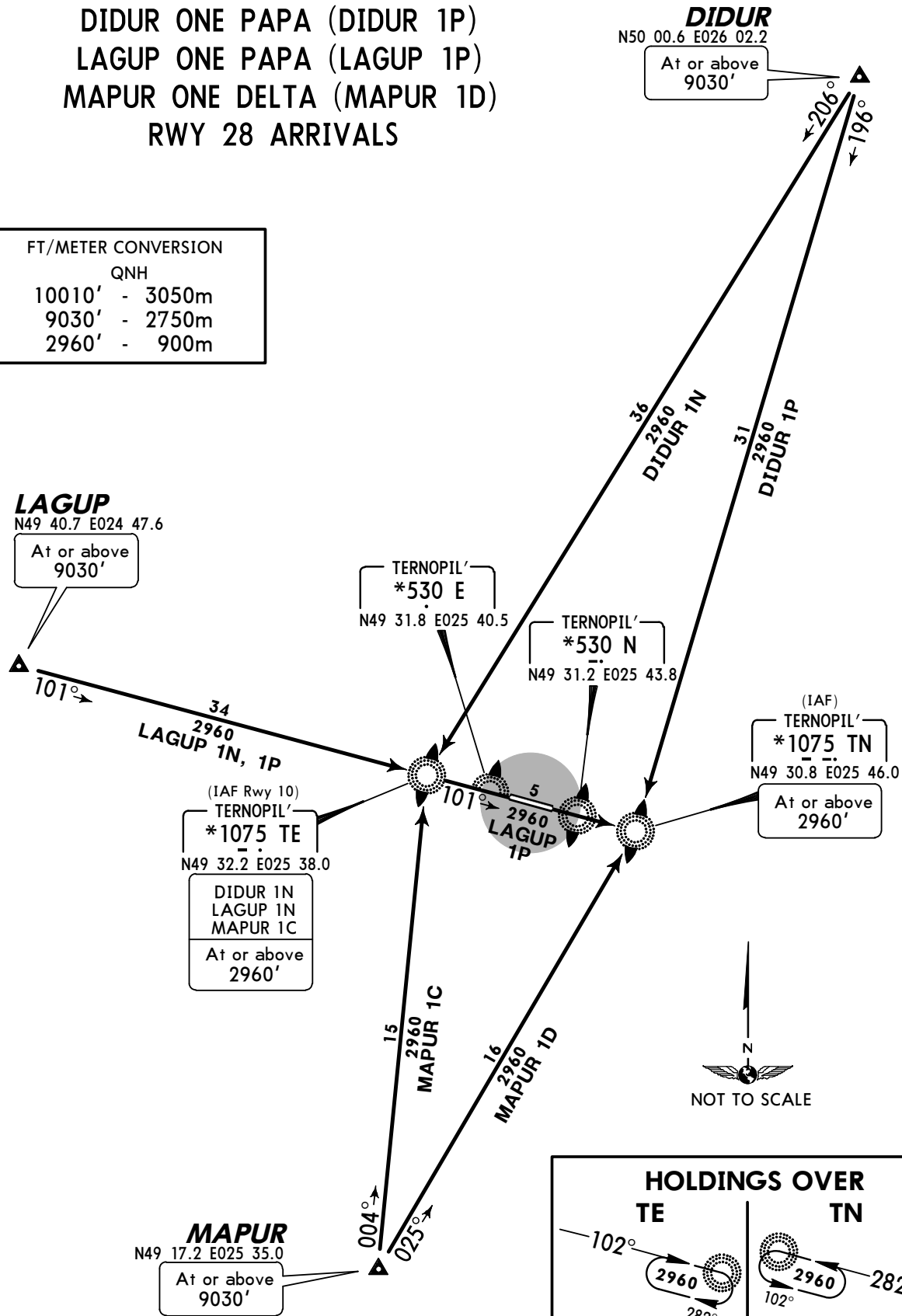


DIDUR ONE NOVEMBER (DIDUR 1N)
LAGUP ONE NOVEMBER (LAGUP 1N)
MAPUR ONE CHARLIE (MAPUR 1C)
RWY 10 ARRIVALS

DIDUR ONE PAPA (DIDUR 1P)
LAGUP ONE PAPA (LAGUP 1P)
MAPUR ONE DELTA (MAPUR 1D)
RWY 28 ARRIVALS

FT/METER CONVERSION

	QNH
10010'	- 3050m
9030'	- 2750m
2960'	- 900m



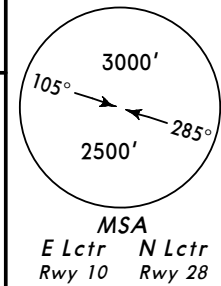
UKLT
TERNOPIL' INTL

JEPPESEN
17 MAR 06 **(10-2A)**

TERNOPIL', UKRAINE
STAR

Apt Elev
1072'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



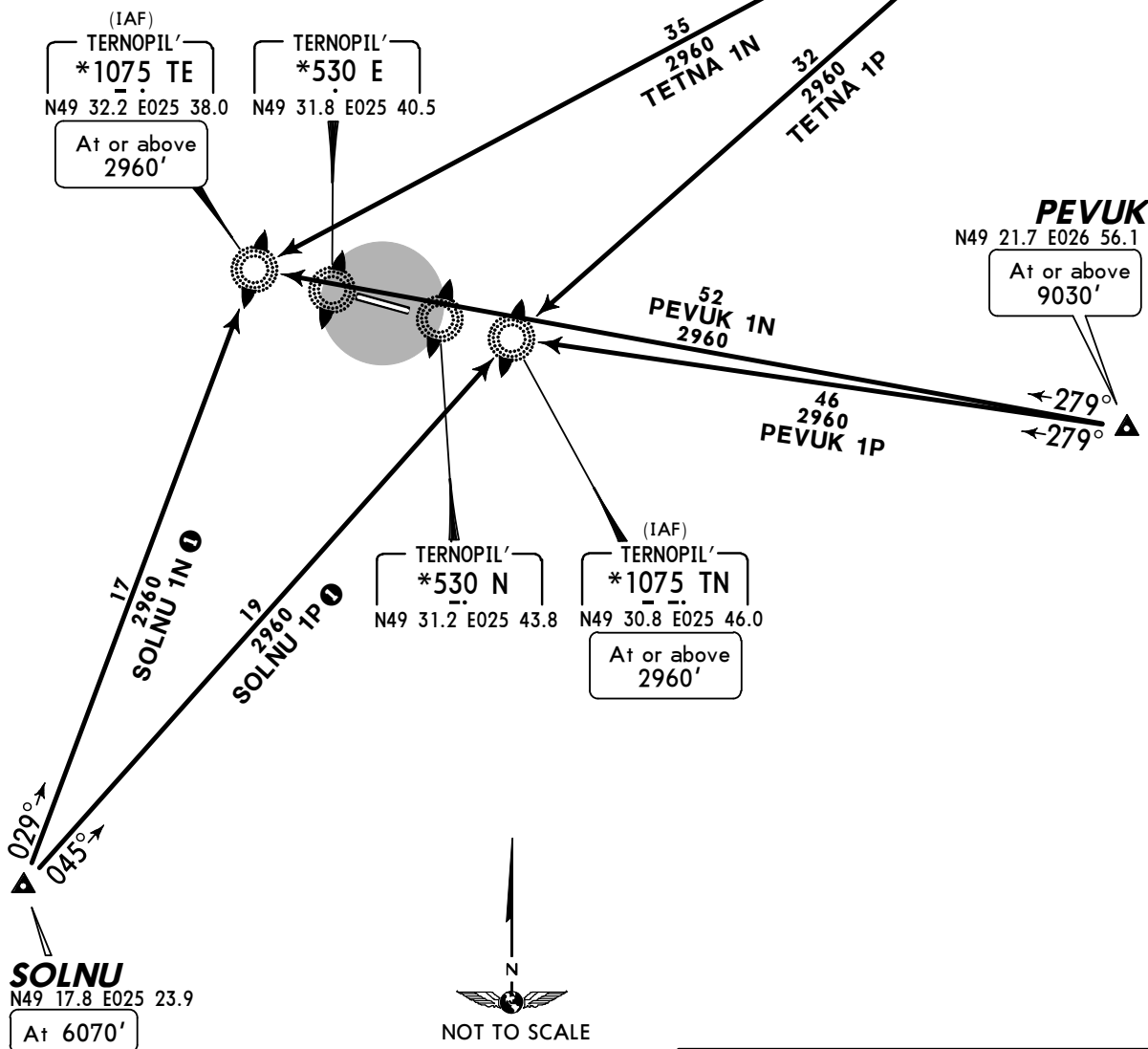
PEVUK ONE NOVEMBER (PEVUK 1N)
SOLNU ONE NOVEMBER (SOLNU 1N)①
TETNA ONE NOVEMBER (TETNA 1N)
RWY 10 ARRIVALS

PEVUK ONE PAPA (PEVUK 1P)
SOLNU ONE PAPA (SOLNU 1P)①
TETNA ONE PAPA (TETNA 1P)
RWY 28 ARRIVALS

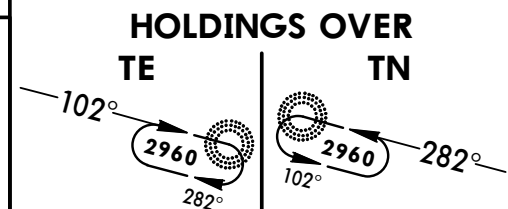
① By ATC.

TETNA
N49 50.0 E026 25.0
At or above
9030'

PEVUK
N49 21.7 E026 56.1
At or above
9030'



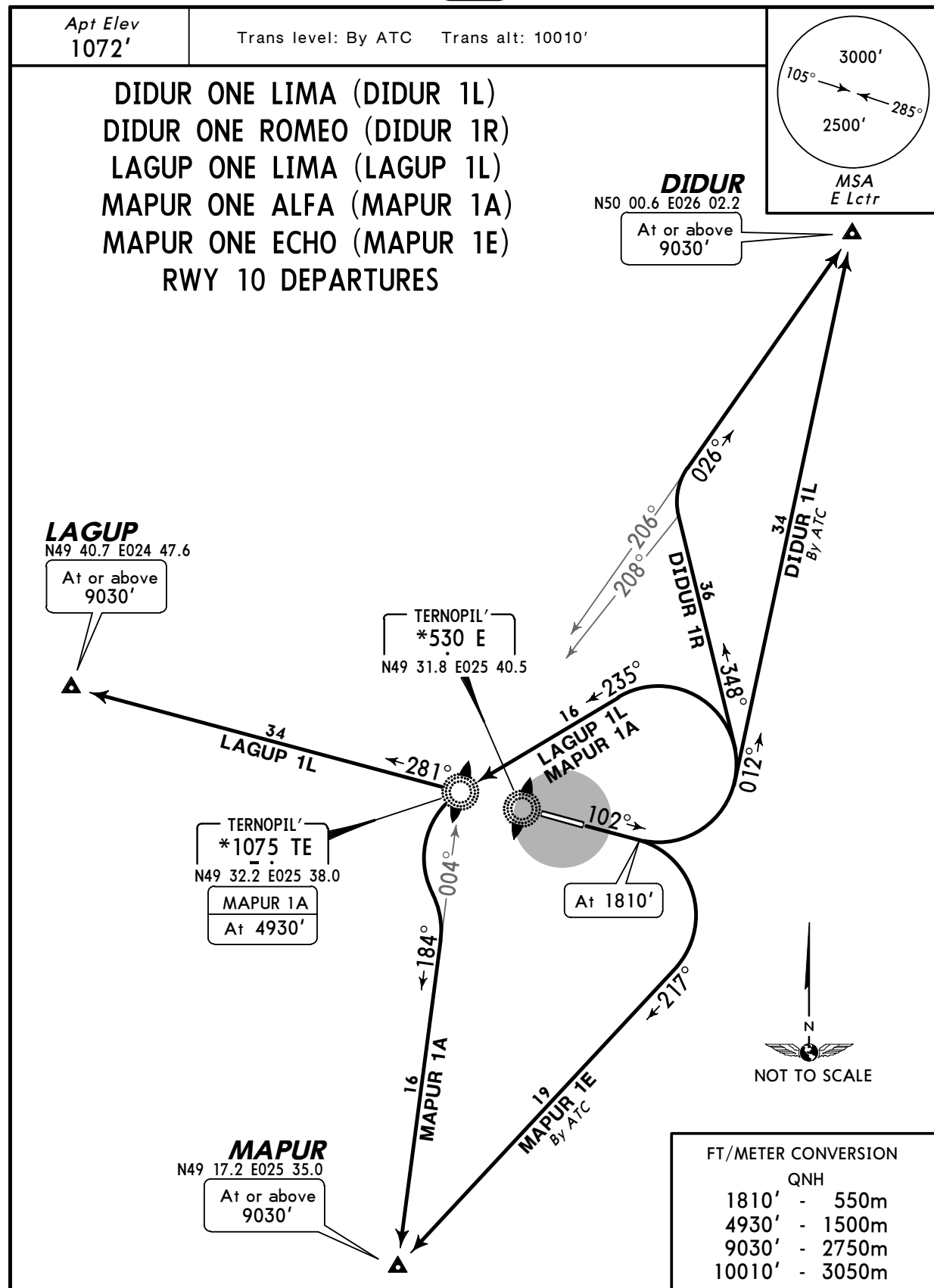
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
6070'	- 1850m
2960'	- 900m



UKLT
TERNOPIL' INTL

JEPPESSEN
11 JAN 08 **10-3** **Eff 17 Jan**

TERNOPIL', UKRAINE
SID

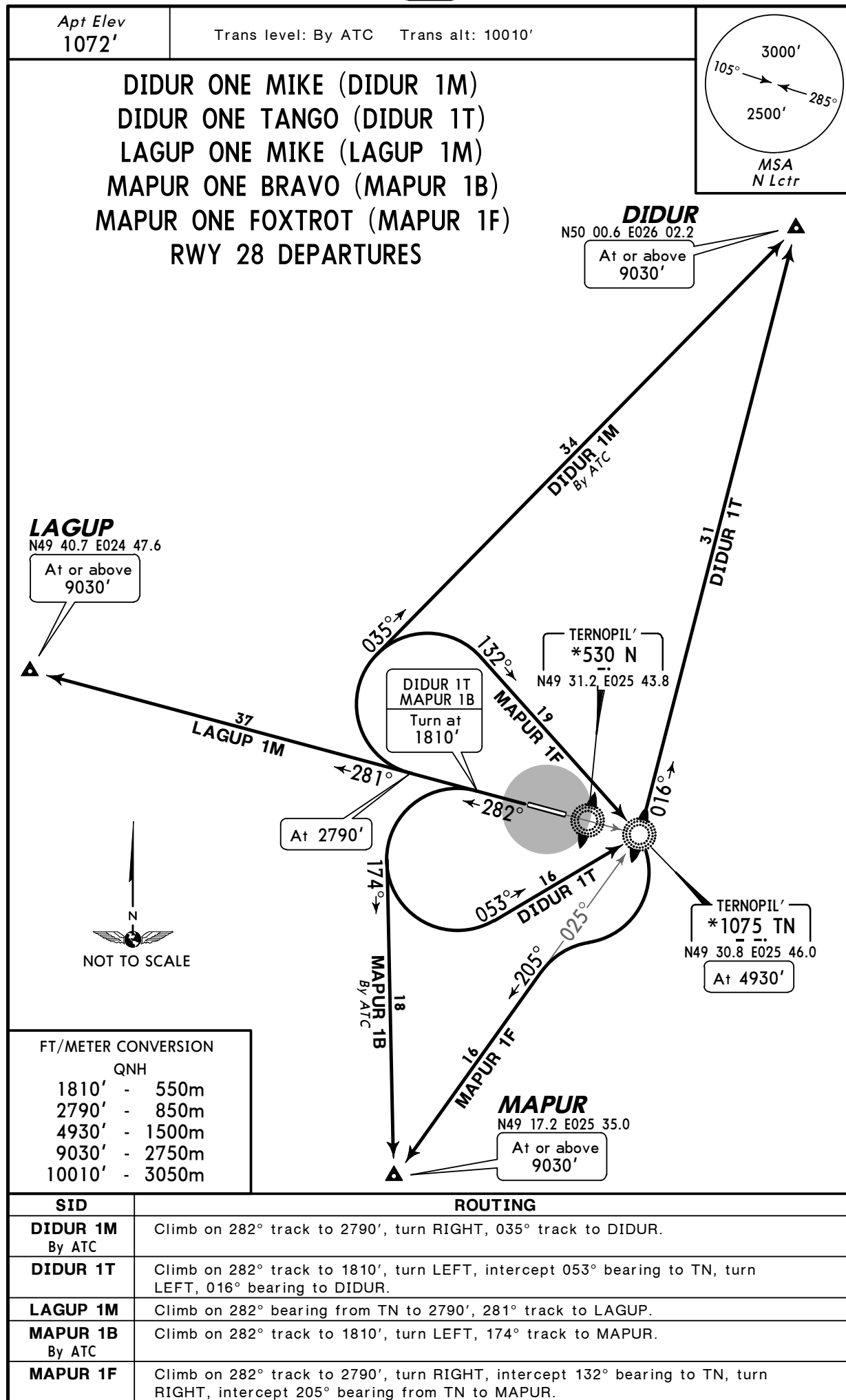


SID	ROUTING
DIDUR 1L By ATC	Climb on 102° track to 1810', turn LEFT, 012° track to DIDUR.
DIDUR 1R	Climb on 102° track to 1810', turn LEFT, 348° track, when passing 208° bearing to TE turn RIGHT, intercept 026° bearing from TE to DIDUR.
LAGUP 1L	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn RIGHT, 281° bearing to LAGUP.
MAPUR 1A	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 184° bearing to MAPUR.
MAPUR 1E By ATC	Climb on 102° track to 1810', turn RIGHT, 217° track to MAPUR.

UKLT
 TERNOPIL' INTL

JEPPESSEN
 11 JAN 08 (10-3A) Eff 17 Jan

TERNOPIL', UKRAINE
SID



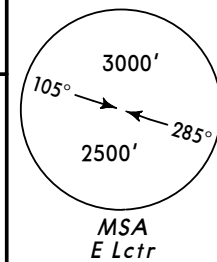
UKLT
TERNOPIL' INTL

JEPPESSEN
11 JAN 08 **(10-3B)** **Eff 17 Jan**

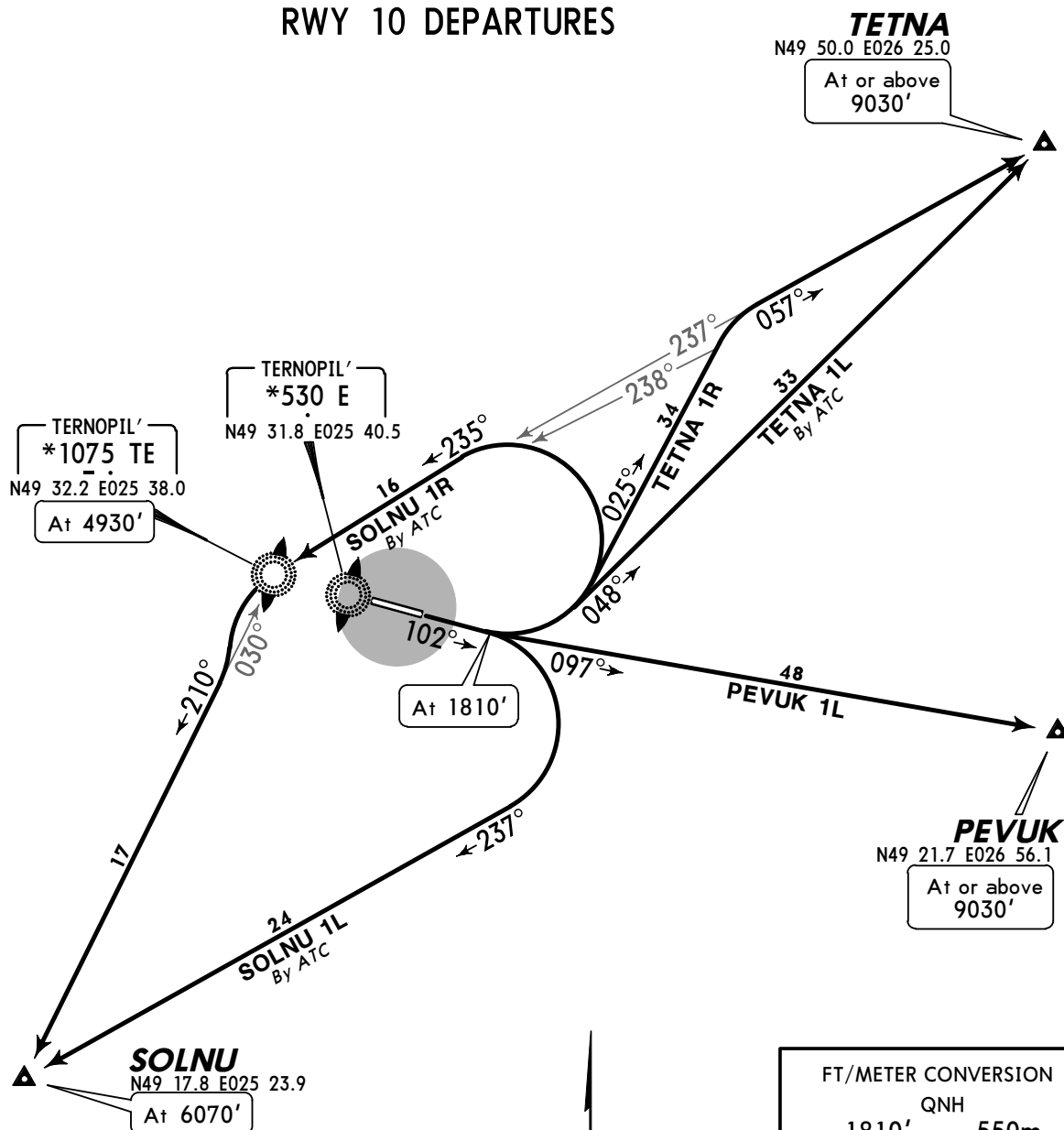
TERNOPIL', UKRAINE
SID

Apt Elev
1072'

Trans level: By ATC Trans alt: 10010'



PEVUK ONE LIMA (PEVUK 1L)
SOLNU ONE LIMA (SOLNU 1L)
SOLNU ONE ROMEO (SOLNU 1R)
TETNA ONE LIMA (TETNA 1L)
TETNA ONE ROMEO (TETNA 1R)
RWY 10 DEPARTURES



FT/METER CONVERSION	
QNH	
1810'	- 550m
4930'	- 1500m
6070'	- 1850m
9030'	- 2750m
10010'	- 3050m

SID	ROUTING
PEVUK 1L	Climb on 102° track to 1810', turn LEFT, 097° track to PEVUK.
SOLNU 1L By ATC	Climb on 102° track to 1810', turn RIGHT, 237° track to SOLNU.
SOLNU 1R By ATC	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 210° bearing from TE to SOLNU.
TETNA 1L By ATC	Climb on 102° track to 1810', turn LEFT, 048° track to TETNA.
TETNA 1R	Climb on 102° track to 1810', turn LEFT, 025° track, when passing 238° bearing to TE turn RIGHT, intercept 057° bearing from TE to TETNA.

CHANGES: SIDs TETNA 1L & 1R & PEVUK 1L revised.

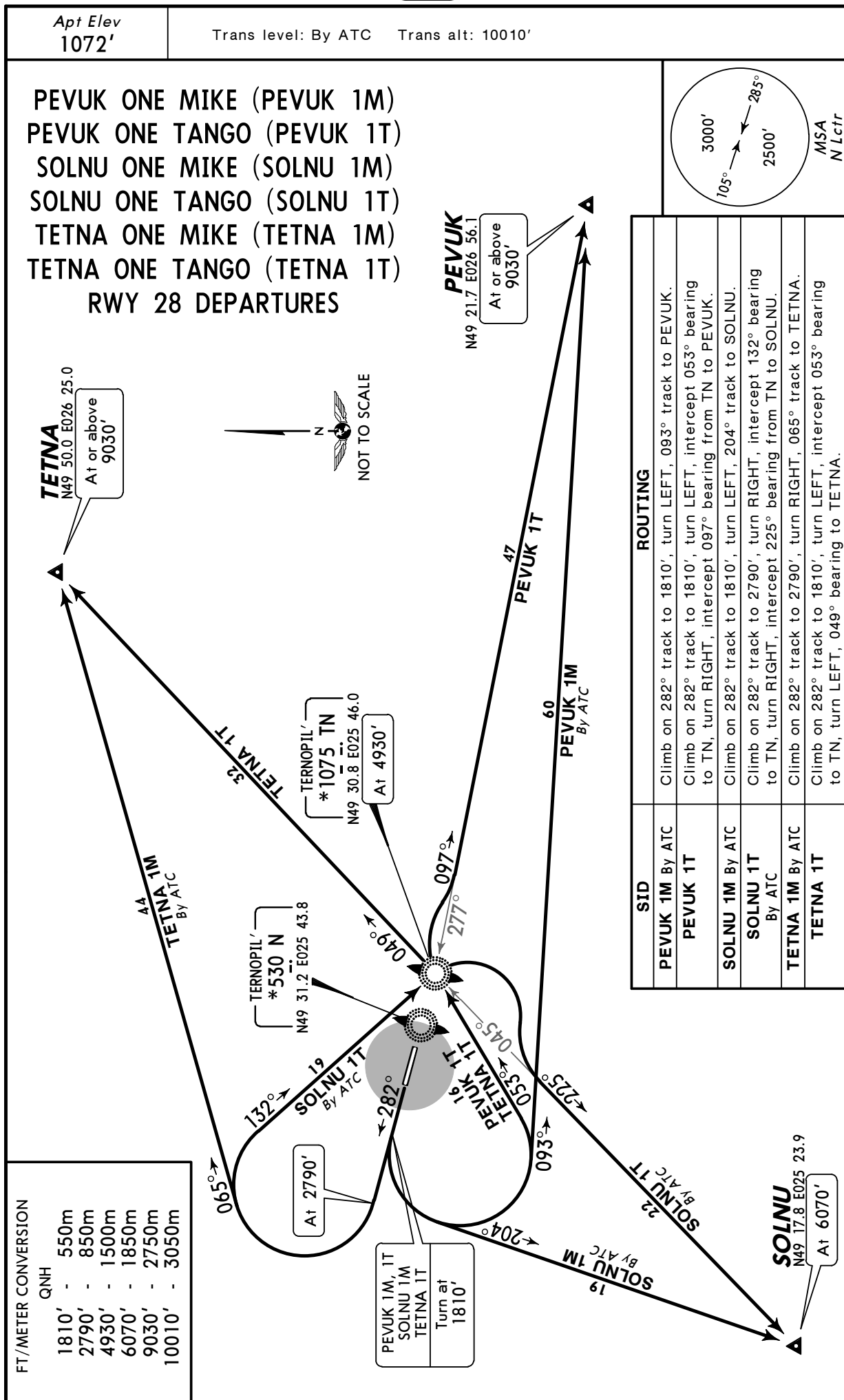
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UKLT
TERNOPIL' INTL

JEPPesen
11 JAN 08 **10-3C** Eff 17 Jan

TERNOPIL', UKRAINE

SID



UKLT
TERNOPIL' INTL**JEPPESEN**
17 MAR 06 **10-4****TERNOPIL', UKRAINE**
NOISE

NOISE ABATEMENT

GENERAL

With purpose of noise abatement, special take-off and landing procedures are performed by crews of all aircraft types of national and foreign carriers. Performance of procedures shall not be made due to reduction of the level of safety of flights.

ARRIVALS

Final approach is performed according to established patterns, extension of the gear and wing configuration is done not less than 7 NM from FAF, the speed of flight in the pattern is not more than 215 KT.

DEPARTURES

Climbing:

Take-off to 1480'

- maintain take-off power of all engines
- retract gears
- wing configuration in take-off position with flaps 10°-30° (depending on aircraft type) and in accordance with Flight Manual
- climb at $V_2 + 11-22$ KT with the maximum rate of climb considering the pitch limitation.

At 1480'

- reduce to rated power

Between 1480' - 2960'

- the nominal capacity of all engines is kept, climb at $V_2 + 11-22$ KT.

At 2960'

- reduce rate of climb, start climb acceleration to zero flap speed
- begin retracting the flaps into flight wing configuration
- stage-by stage retracting of flaps into flight position is made

UKLT

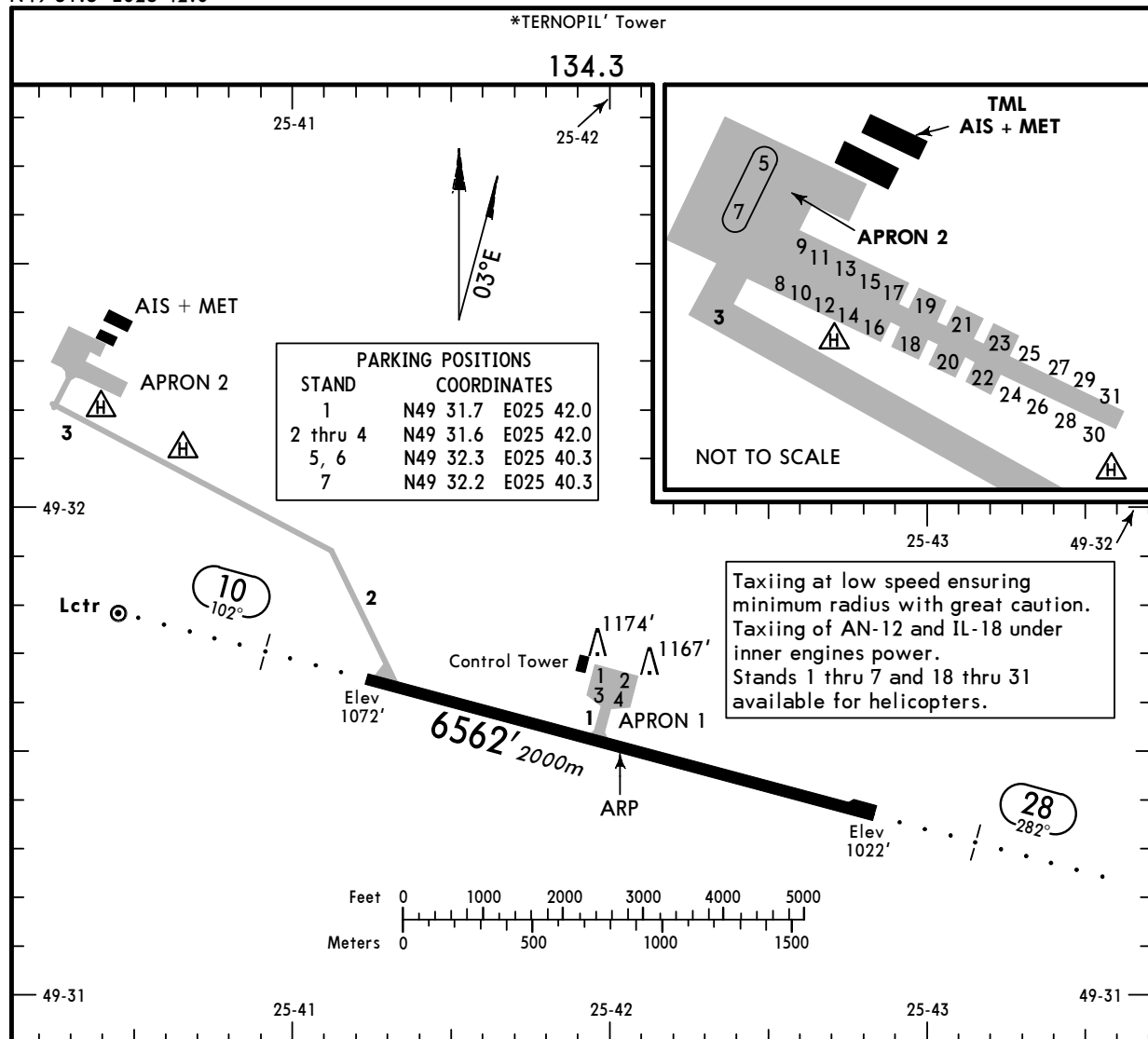
Apt Elev **1072'**
N49 31.5 E025 42.0

JEPPesen

13 APR 07 **(10-9)**

TERNOPIL', UKRAINE

TERNOPIL' INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
10	28	RL (60m) ALS				138' 42m

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

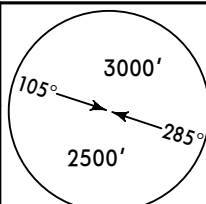
A		
B	250m	400m
C		
D	300m	

UKLT
TERNOPIL' INTL

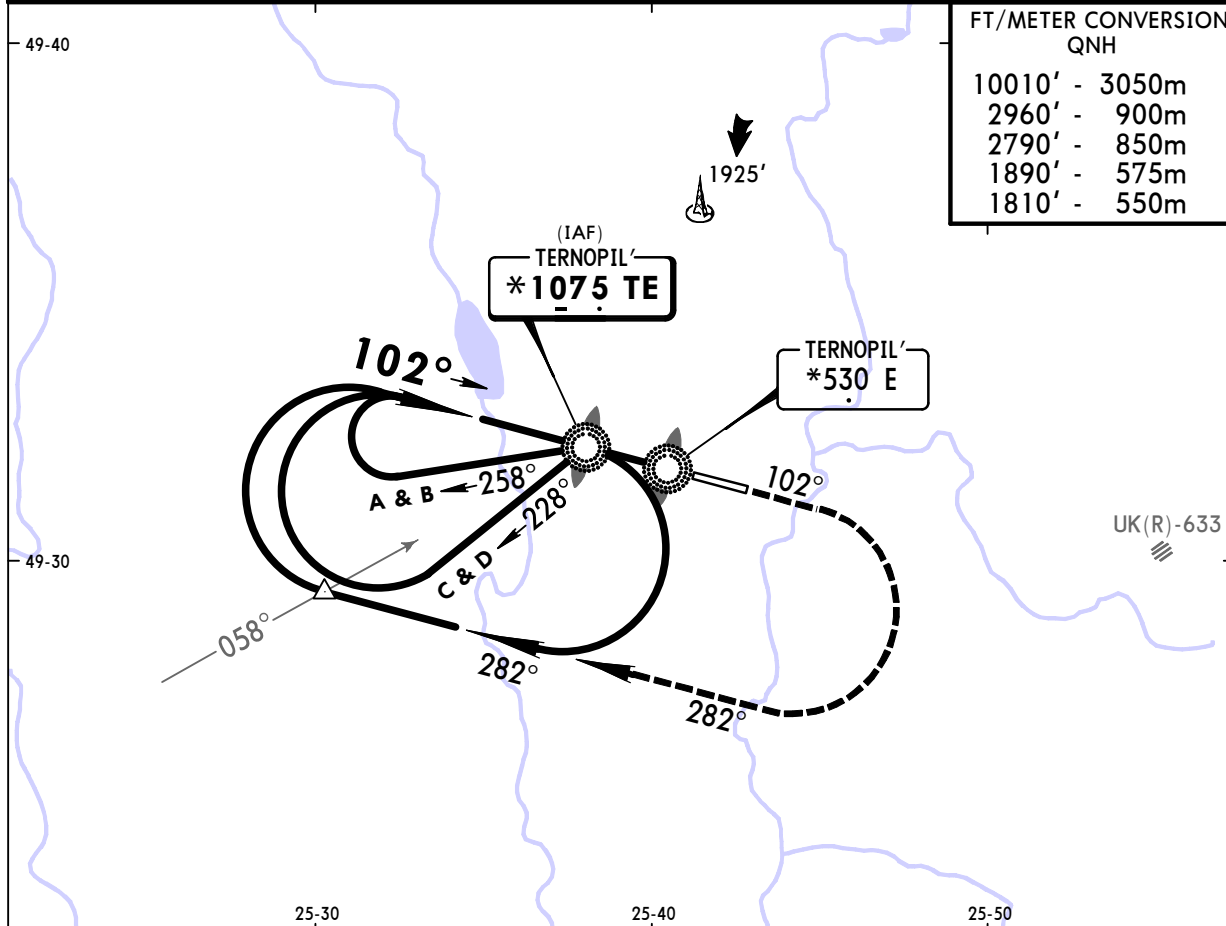
JEPPESEN
13 APR 07 **(16-1)**

TERNOPIL', UKRAINE
2 NDB Rwy 10

BRIEFING STRIP

*TERNOPIL' Tower					
134.3					
Lctr TE *1075	Final Apch Crs 102°	Minimum Alt LOM 1890' (818')	MDA(H) 1510' (438')	Apt Elev 1072' RWY 1072'	
MISSED APCH: Climb on track 102° to 1810', then turn RIGHT on track 282° climbing to 2960', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'					
MSA LMM E					

MSA LMM E



FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2790'	-	850m
1890'	-	575m
1810'	-	550m

BASETURN:

Start
turn at
CAT A & B:
1½ Min
CAT C & D:
1 Min

058°
to TE Lctr

CAT A & B
CAT C & D

258°
228°

LOM

2960'

2790'

1890'

102°

LMM

M

1.6

0.5

0

1810'

on 102°

↑

2960'

on 282°

RT

1072'

RWY 10

① BASETURN
② RACETRACK

Gnd speed-Kts	70	90	100	120	140	160	ALS	1810'	on 102°	2960'	on 282°
Descent Gradient 5.8%	411	529	587	705	822	940	...	↑		RT	
MAP at LMM							...				

STRAIGHT-IN LANDING RWY 10

CIRCLE-TO-LAND

MDA(H) **1510'** (438')

ALS out

Max
Kts

MDA(H)

A	1600m	100	1600' <td>(528')</td> <td>1600m</td>	(528')	1600m
B	2000m	135	1780' <td>(708')</td> <td>1600m</td>	(708')	1600m
C	2400m	180	1870' <td>(798')</td> <td>3600m</td>	(798')	3600m
D		205	1870' <td>(798')</td> <td>4000m</td>	(798')	4000m

PANS OPS

CHANGES: Tower frequency.

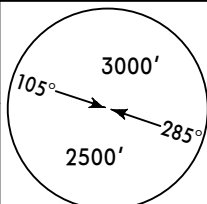
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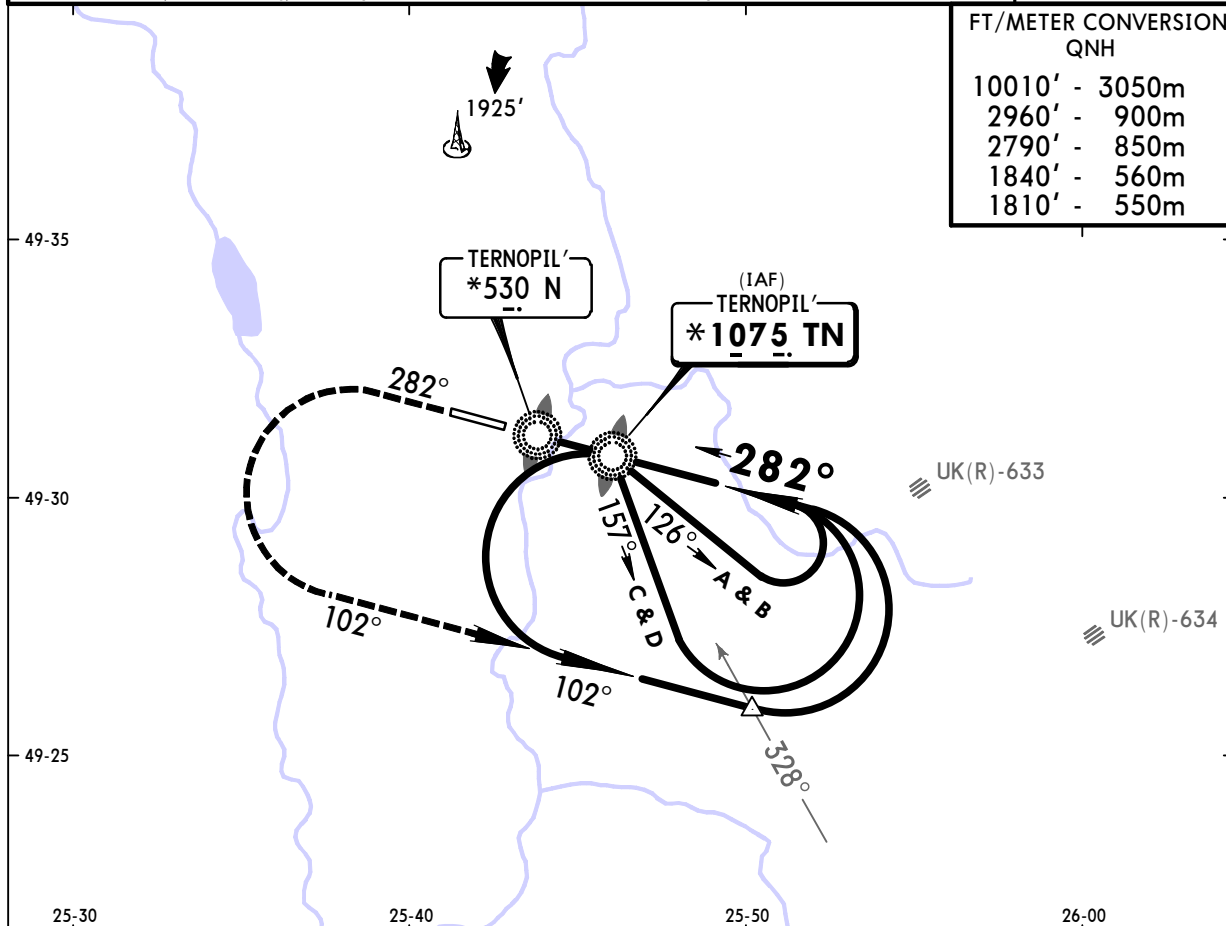
UKLT
TERNOPIL' INTL

JEPPESEN
13 APR 07 **(16-2)**

TERNOPIL', UKRAINE
2 NDB Rwy 28

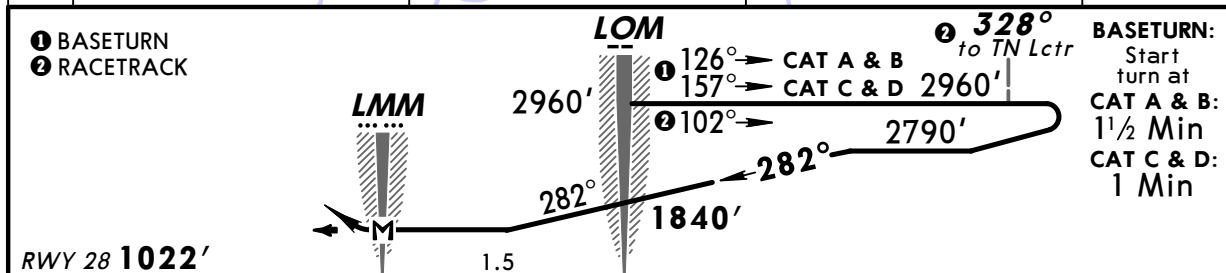
BRIEFING STRIP

*TERNOPIL' Tower					
Lctr TN *1075	Final Apch Crs 282°	Minimum Alt LOM 1840' (818')	MDA(H) 1400' (378')	Apt Elev 1072' RWY 1022'	
MISSED APCH: Climb on track 282° to 1810', then turn LEFT on track 102° climbing to 2960', then according to chart.					MSA LMM N
Alt Set: hPa (MM on req)	Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 10010'		



FT/METER CONVERSION QNH	
10010'	3050m
2960'	900m
2790'	850m
1840'	560m
1810'	550m

- ① BASETURN
- ② RACETRACK



Gnd speed-Kts	70	90	100	120	140	160	ALS	1810' on 282°	2960' on 102°
Descent Gradient 5.8%	411	529	587	705	822	940	...	↑	LT
MAP at LMM							...		

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 1400' (378')							
ALS out				Max Kts	MDA(H)		
A				100	1600' (528')	1600m	
B	1600m			135	1780' (708')	1600m	
C				180	1870' (798')	3600m	
D	2000m			205	1870' (798')	4000m	

PANS OPS